

SECRET

REF-6140-59

14 September 1959

MEMORANDUM FOR: Acting Chief, DFD

THROUGH : Chief, Material Branch, DFD

SUBJECT : Hydraulic Lift, Indian Springs or Ranch

1. On 11 September 1959 the following held a meeting at Lockheed Aircraft Corporation, Burbank, California to review plans and schedules for Indian Springs operation and the present limits of the existing pole, etc.

Mr. Kelly Johnson, Engineer, IAC

Colonel Leo P. Geary, USAF

Material, DFD

The existing lift at Indian Springs has sufficient capacity for making tests of one-eighth scale models and also sections of the proposed plane. The full scale model of the plane, weighing approximately 40,000 pounds, cannot be handled by the existing lift.

2. The existing lift can be modified to handle a full scale model at an approximate cost of \$30,000 and be completed in between six and eight weeks. To modify the existing lift the following will be required:

- (1) Jack hammer and remove concrete to eight foot depth in order to cut sleeve so piston can be removed.
- (2) Transporting piston to Los Angeles and have insert excited in and welded inside of the existing piston.
- (3) Removal of existing piping and replacing with heavy duty, high pressure pipe.
- (4) Replacing of existing electric motors.

If it is decided to reinforce existing pole and work commences within ten days, this work can be completed by 15 November 1959.

3. Installation of fifty foot lift: IAC Engineering Division is preparing plans for a fifty foot hydraulic lift to be installed at either Indian Springs or the Ranch and the plans should be completed in approximately ten days. At the time of the meeting, the plans were not developed enough to make an estimate as to the cost of installing this fifty foot lift, however, I doubt the cost will be under \$75,000. This lift will require a piston twenty-four inches in diameter with

SECRET

SECRET

DPD-6140-59

PAGE TWO

a two inch wall thickness and approximately sixty feet in length. At the present time this pipe cannot be obtained on the West Coast or West of the Mississippi River. It will have to be fabricated. There are two companies in the Los Angeles area capable of fabricating this pipe, however, they are closed due to the steel strike. Officials of these companies stated that they expected the Taft-Hartly Law to be invoked this week and they would be in production next week. If this is true, there will be little delay in obtaining the pipe necessary for the piston. Two machine shops, located in the Los Angeles area, have a capability for machining this size pipe. Providing a rolling mill can produce pipe within ten days, it was our belief that the fifty foot lift could be installed and ready for operation by the last of November. To have this lift in operation by the last of November, the decision will have to be reached soonest as to location so that a contract may be let for drilling, excavation, concreting and curing prior to delivery of piston for the lift.

4. An inspection of the run way and buildings at the Watertown Site revealed that the run way is in excellent condition and from the exterior, the buildings are excellent. The caretaker was not present at the time the inspection was made so it was impossible to ascertain the condition of the interior of the buildings. From what we could see by looking through the windows, the buildings appear to be in good shape except for dust.

5. Should the lift be installed at Watertown, in addition to the cost of installing it, the cost of converting the existing warehouse into an operations building would be approximately \$80,000. Should it be decided to install the lift in the lake area and the operations building at the edge of the lake, the cost of the new building and structural, mechanical and electrical work would be approximately \$120,000. In the event that Watertown is used as a test or operating base, considerable work will be required. As seen at this time, the rough cost estimate for additional work required is as follows:

A. 8,000' x 100' concrete run way	\$2,250,000
B. Three concrete run-up pads	30,000
C. Fourteen mile paved road	57,522
D. Exhaust silencer, water equipped	30,000
E. 50' x 40' extension on hangars	80,000
F. Fuel storage (tank farm)	1,250,000
G. Water storage res reservoir	150,000

Due to the amount of fuel to be used and the amount that will have to be stored, it is recommended that a pipe line be considered from the nearest railhead to the fuel storage area. No estimate can be made at this time of the cost due to the lack of information on the nearest railhead.

SIGNED

Project Engineer
Material Branch, DPD

MB/DPD-DD/P:PCP:ms

Dist: 0 - A/CH/DPD

1 - D/CH/DE

1 - C/ADMIN/DPD

1 - COMBAT/DPD/DPD

1 - MAT/DPD

1 - Proj. Eng/MAT/DPD

1 - RI/DPD

SECRET

25X1